

A Service of Hyannis Harbor Tours, Inc.

FAX TRANSMITTAL

Date: 7/12/06

To: DR. RODNEY CLUCK - MINERAL MANAGEMENT SERVICE Fax #: 1-703-787-1026

From: DAVID SCUDDER

Pages to Follow: (2)

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July 11, 2006

Dr. Rodney Cluck.
Cape Wind Project.
Mineral Management
Department of Interior
38 I Elden Street, MS 404
Herndon, Virginia 20170-4.

Subject: Comments on Notice o

Dear Dr. Cluck:

As the Mineral Management Service prep.
Cape Wind project, Hy-Line Cruises feels a relative to the navigational hazards and corrested by the Cape Wind Project.

Hy-Line Cruises, as part of a year round public/prisservicing the Cape and the Islands, has been operatin,
Sound since 1971. Hy-Line Cruises and the Woods Ft.
Namtucket Steamship Authority carry about 3 million passuraually. Our three high speed ferry routes which run bets.

vanually. Our three high speed ferry routes which run bets.

vanually one three high speed ferry routes which run bets.

vanually one proposed wind farm.

vanis of navigation hazards and public safety concerns, we been against the Cape Wind project in the sound since it I.

Vannucket Sound in all kinds of weather and traffice condition with the introduction of these structures to further complicate vanal vessels with inexperience parairors and unsophistica.

vanent will necessarily be forced into fersy lanes during fog.

2 avoid collision with these huge structures. Further comp.

on by a British study that "confirms that there may be an I.

limites of turbines producing spurious returns on displays,

van' (British Shipping Annual Review 2004-2005). All the

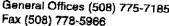
v potential disaster.

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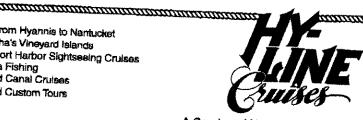








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Accordingly, we urge that the EIS contain a detailed analysis and rigorous review of all public safety issues relating to vessel traffic, navigational hazards, including inclement weather and frequent heavy fog, conflicting waterway uses and radar interference.

We further request that MMS develop a risk assessment model similar to the one established in the United Kingdom and consider the creation of safe separation zones from ferry routes and shipping channels, as well as the establishment of exclusion zones preventing the siting of a wind farm in unique locations like Nantucket sound that are not practical or safe for this proposed use.

It is our hope that upon your extensive review of this issue you will make a recommendation to defeat this project based on the navigational hazards and public safety concerns stated above.

If you wish to contact Hy-Line Cruises to discuss our comments and public safety and navigational concerns further, I can be reached by phone at 508-775-7175 ext 216 or by

davids@hylinecrusies.com.

Thank you for consideration in this most important matter.

David F. Scudder

Vice President

Hy-Line Cruises

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